

PATENT SPECIFICATION



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218,350

Complete Accepted: July 10, 1924.

COMPLETE SPECIFICATION.

Device for Preventing Splashing of Mud or such like from Motor Vehicles while in Motion.

I, JOHN GARVIE, of 196, St. Vincent Street, Glasgow, Scotland, Wine and Spirit Merchant, British subject, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

My invention relates to a device for preventing splashing of mud or such like from motor vehicles while in motion and has for its object to provide such a device of a more simple, cheap and efficient nature than any at present in existence.

In carrying out this invention, I provide a shoe preferably of battle-axe, longitudinal section, of rubber or other suitable elastic and yieldable nature to which is suitably connected one end of a rod or tube of rigid metal or material and which is suitably detachably connected at its other end to any suitable part of the foot-board. A vertical pin is suitably attached to said shoe and a torsion spring is provided which is enclosed within a sleeve-like portion suitably positioned on said pin and which assists the shoe in returning to its normal position. In the case of a motor lorry the device would be attached to the ledge of the body of the vehicle. This shoe is of depth somewhat similar to that of the tyre and is a little above the ground, and lies at a suitable angle so that, as the car is in motion, the mud or the like raised is thrown out against the inner wall of the shoe and immediately drops on to the road. I am aware that it has been previously proposed to support a lateral splash guard from a bar secured to the axle part of the vehicle in such a manner that it is capable of moving in a vertical or horizontal direction or both, spiral springs returning the guard to its normal position. I am aware that it has been proposed to use a shoe connected to one end of a rod while the

other end of said rod is connected to the footboard.

In order that my invention may be properly understood and readily carried into effect, I have hereunto appended one sheet of drawings, of which

Figure 1 is a side elevation illustrating my invention.

Figure 2 is a front elevation.

Figure 3 is a plan.

Figure 4 is an enlarged part view showing the swivel arrangement of the splash-guard.

Referring to the drawings, A is the shoe or splash-guard, B the rod supporting the shoe A, one end B¹ of which is detachably connected to the footboard C by means of a thumb-screw D, and the other end B² is pivoted to a centre pin A¹ forming part of or suitably fixed on the shoe A. E is a torsion spring, (enclosed within a sleeve-like portion) which is suitably positioned on the pin A¹, one end of the spring E being suitably attached to the pin A¹ and the other to the end B² of the rod B, a male F and female F¹ notch being provided whereby the shoe A will be retained in its normal position and not be affected by any vibration of the car when the wheel G of the car is running straight forward, the spring E assisting in returning the shoe A to the normal position. When the shoe A is deflected from the normal position by the movement of the wheel G in altering its direction, the notches F, F¹ become disengaged the face of the nut A² on the pin A¹ having the required amount of clearance from the face of the end B² or a suitable spring washer may be provided to allow of the vertical movement of the pin A¹.

When the wheel G is turned at an angle when the car is taking a corner, as shown in dotted lines, Figure 3. the shoe A is carried with it and when the wheel G

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returns to the straight forward position again, the shoe A returns to its normal or straight position, the spring E assisting in this.

- 5 It is to be understood that one may be placed on either side of the wheel so that no mud or the like will be thrown against the car, but after striking the shoe as before explained will drop on to the road.
- 10 The rod B may be of tubular formation to enable it to be telescoped so that the device when detached can be put out of the way when not required.

For the rear wheels, the rod B would be straight in plan view.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

- 20 1. A device for preventing splashing of mud or the like from motor cars and other vehicles when in motion wherein a shoe is carried by one end of a rod or tube
- 25 detachably connected at its other end to the footboard or the ledge of the body,

characterized by the provision of a vertical pin on the shoe and a torsion spring enclosed within a sleeve-like portion suitably positioned thereon, to assist the said shoe in returning to its normal position, substantially as hereinbefore described and illustrated.

2. A device for preventing splashing of mud or such like from motor cars and other vehicles as in Claim 1, characterized by the provision of a male and female notch by which the shoe will be held in its normal position while the wheel of the car is moving in a straight position, substantially as hereinbefore described and illustrated.

3. A device for preventing splashing of mud or such like from motor cars and other vehicles constructed and operating substantially as and for the purposes hereinbefore described and illustrated on the accompanying sheet of drawings.

Dated this 12th day of November, 1923.

JOHN LIDDLE,

154, St. Vincent Street, Glasgow,
Chartered Patent Agent.

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[This Drawing is a reproduction of the Original on a reduced scale]

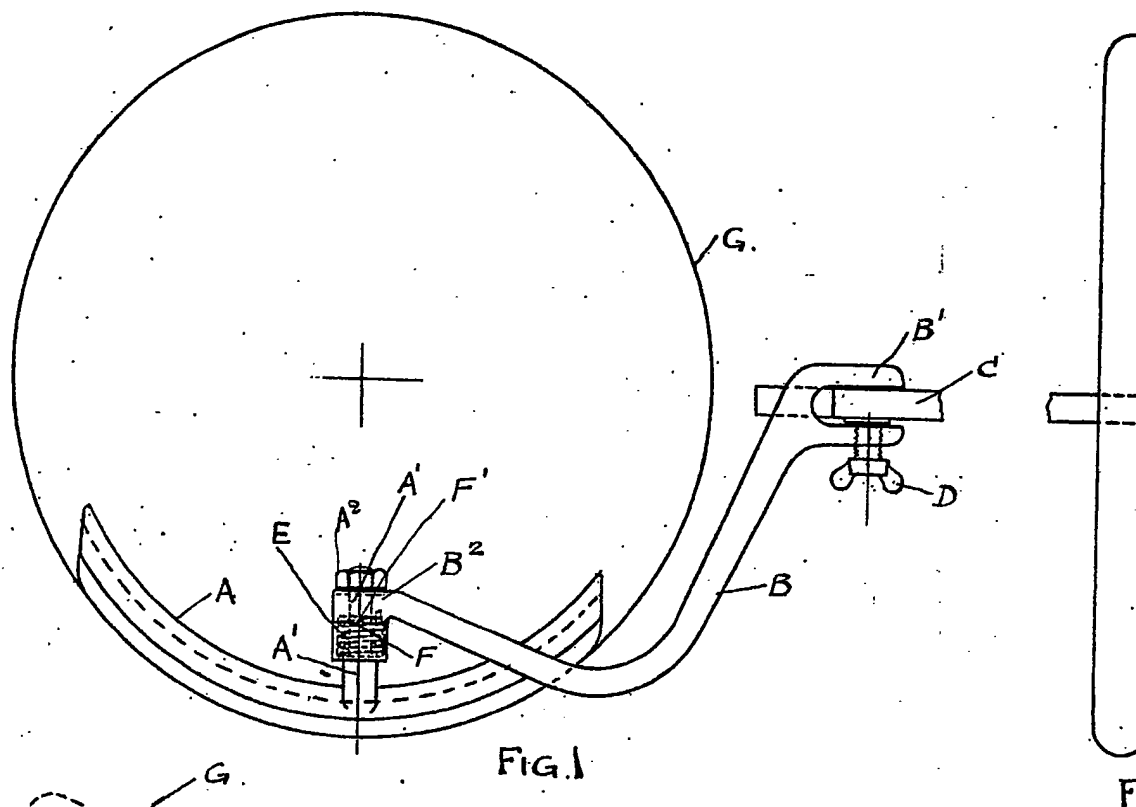


FIG. 1

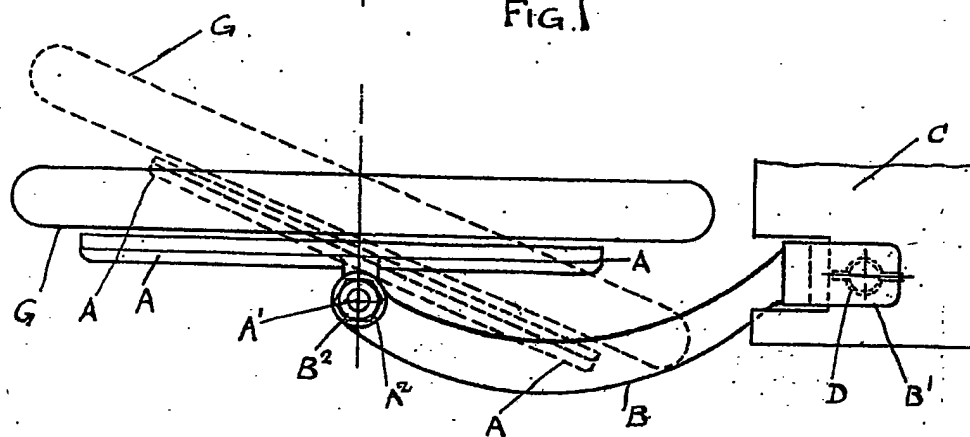


FIG. 3

1 SHEET

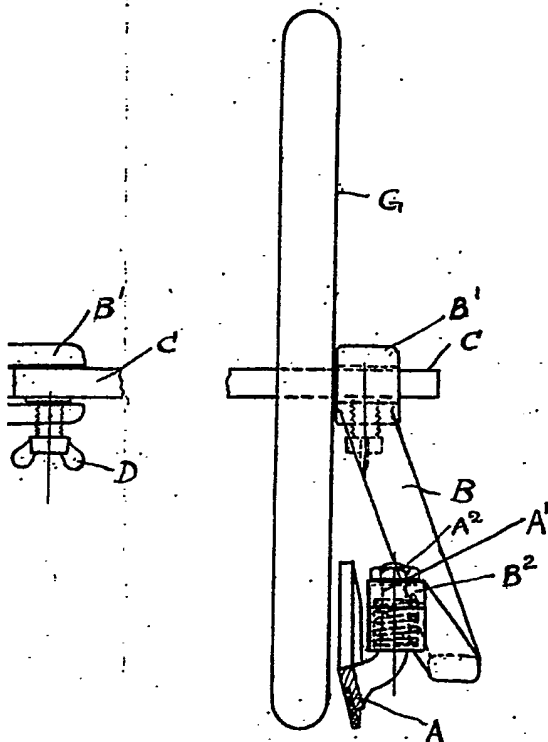


FIG. 2.

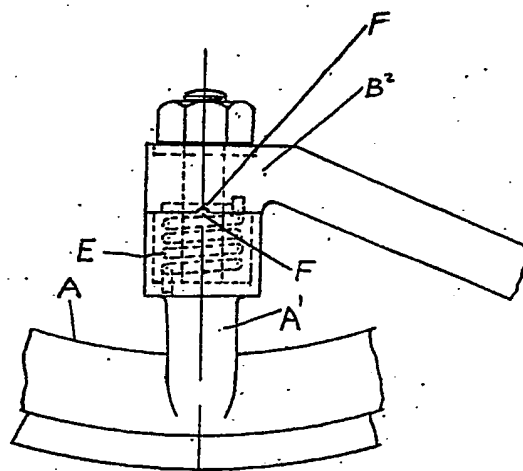
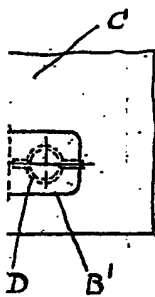


FIG. 4.



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SHEET

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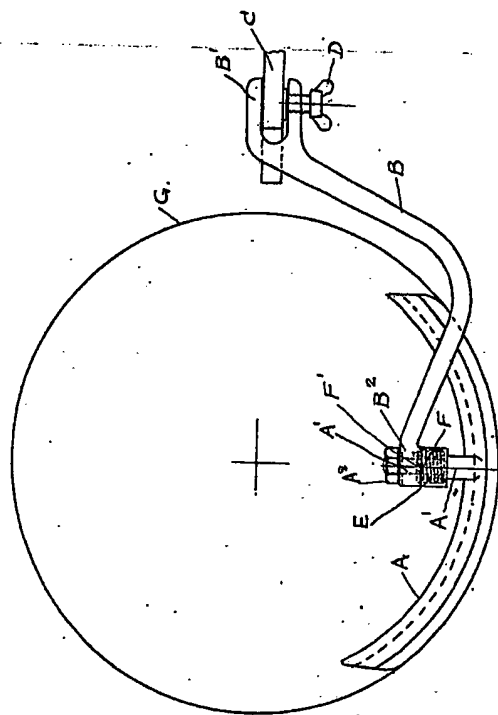


FIG. 1

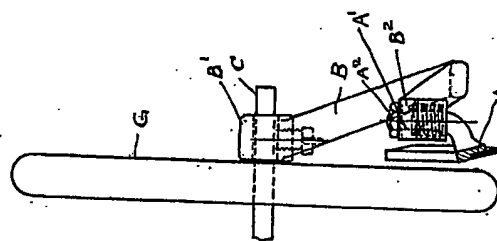


FIG. 2

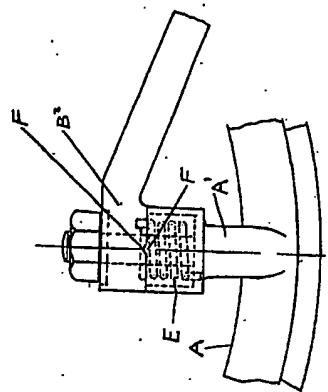


FIG. 4

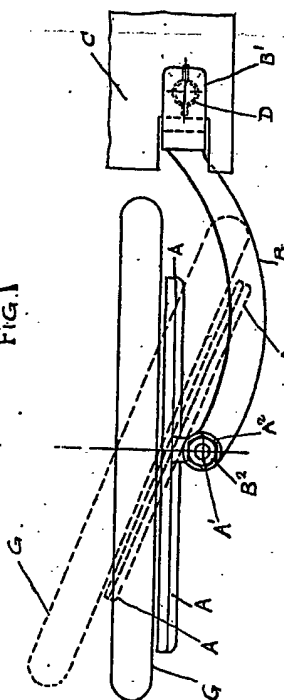


FIG. 3